REMARKS

Claims 1-3 are pending in this application, of which claims 1 has been amended. No new claims have been added.

Claim 1 stands rejected under 35 USC §102(b) as unpatentable over U.S. Patent 5,734,255 to Thompson et al. (hereinafter "**Thompson et al.**") in view of U.S. Patent 5,063,901 to Kaneyasu et al. (hereinafter "**Kaneyasu et al.**").

Applicants respectfully traverse this rejection.

Thompson et al. discloses a system (30) for providing electrical-power to remote communities (34) widely distributed over an extended geographical area (38) including a generating station (32) located proximate each of the communities, each generating station supplying only that community to which it is proximate. The generating stations are in electronic communication with a central computer (40). Each generating station includes a plurality of generators (54-56). Each of the generators is controlled by a microprocessor based controller (64). Each controller is arranged to operate the generating station cooperatively with the other controllers associated with other generators in the station, and to assume a supervisory role in doing so by a mutual arbitration procedure among the controllers. Each controller is also arranged to monitor important generator operating parameters and to communicate these parameters to the central computer. Any controller may be reprogrammed by instructions communicated from the central computer, and functions of any controller may be overridden by instructions communicated from the central computer.

Column 9, lines 44-55 disclose various parameters which are monitored and which may

be used by controller 64 to send a breaker open/close signal (130c) to connect or disconnect generator 56 to or from load 36:

> Signals which are for alarm and protective purposes only are: (coolant) water temperature (WT) and level (W); fuel supply (FS) and return (FR); oil pressure (OP) and oil temperature (OT); high oil (HO), which provides an indication when engine oil is overfilled, and low oil (LO); battery (two lines BV1 and BV2); engine ground (EG) which provides a measure of the ground potential of those sensors which are attached to the engine; manifold pressure (MP) which gives an indication of the condition of a turbo charger (not shown) which is a part of engine 57; and exhaust temperature.

The Examiner has admitted that **Thompson et al.** fails to disclose an oxygen density sensor provided on the engine for controlling the air-fuel ratio based on its output, but has cited **Kaneyasu et al.** for teaching this feature.

The claimed invention requires something different, namely, that the generator be connected to the power network when the oxygen density sensor is in its actuated state, after the engine has started.

Neither of the cited references teaches, mentions nor suggests this feature, as recited in claim 1.

Furthermore, neither of the cited references teaches, mentions or suggests:

1. means for canceling the interconnection with the power network when the fault detecting means detects a fault, and resuming the interconnection with the power network when the fault is removed; or
2. means for stopping the engine when the interconnection is canceled for a

predetermined length of time due to the fault detection.

Claim 1 has been amended to clarify that the engine is not stopped immediately after the connection between the generator and the power network is broken, in contrast to the teachings of **Thompson et al**.

Thus, the 35 USC §103(a) rejection should be withdrawn.

Claims 2 and 3 stand rejected under 35 USC §103(a) as unpatentable over **Thompson et al.** in view of **Kaneyasu et al.** and further in view of U.S. Patent 4,873,840 to Gilliusson (hereinafter "**Gilliusson**").

Applicants respectfully traverse this rejection.

As noted in Applicants' previous response of October 21, 2002, **Gilliusson** discloses a co-generation system for producing electricity, heating and cooling and including a combustion unit, a boiler connected to the combustion unit, a steam engine and an electrical generator driven to the steam engine. A condenser is connected to the steam exhaust port of the steam engine, the condenser supplying heat to a heat system and causing condensation of the steam discharged by the exhaust port. An absorption cooler is connected to the exhaust port of the steam engine, the absorption cooler for cooling fluid of a cooling system. A heat pump or centrifugal cooler can also be driven by the output shaft of the steam engine. The co-generation system can also include a flue gas cooler for further transfer of heat to heating system.

Like the other cited references, **Gilliusson** fails to teach, mention or suggest any of the features of the present invention discussed above.

Thus, the 35 USC §103(a) rejection should be withdrawn.

In view of the aforementioned amendments and accompanying remarks, claims 1-3, as amended, are in condition for allowance, which action, at an early date, is requested.

Attached hereto is a marked-up version of the changes made to the claims by the current amendment. The attached page is captioned "**Version with markings to show changes made**."

If, for any reason, it is felt that this application is not now in condition for allowance, the Examiner is requested to contact Applicants undersigned attorney at the telephone number indicated below to arrange for an interview to expedite the disposition of this case.

In the event that this paper is not timely filed, Applicants respectfully petition for an appropriate extension of time. Please charge any fees for such an extension of time and any other fees which may be due with respect to this paper, to Deposit Account No. 01-2340.

Respectfully submitted,

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Enclosures: Version with markings to show changes made

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VERSION WITH MARKINGS TO SHOW CHANGES MADE 09/938,732

IN THE CLAIMS:

Please amend claim 1 as follows:

1. (Twice Amended) An engine generator apparatus for interconnecting an output of a generator driven by an engine with a power network, comprising:

an oxygen density sensor provided on the engine for controlling the air-fuel [ration] ratio based on its output;

a means for interconnecting the output of the power generator with the power network when the oxygen density sensor is in its activated state after the engine has started;

a fault detecting means for detecting a fault in the interconnection with the power network;

a means for canceling the interconnection with the power network without stopping the engine when the fault detecting means detects a fault, and resuming the interconnection with the power network when the fault is removed; and

a means for stopping the engine when the interconnection is canceled for a predetermined length of time due to the fault detection.